Our Industrial Future

By OSCAR S. STRAUS.

THE value of trade unions in raising the standard of living and in guarding the interests of labor, in regulating the hours and conditions of work, are benefits which organization has unquestionably promoted. The great hope of our industrial future is, that the working classes whose powers for good and for evil have been so strengthened by organization, will be guided by enlightened principles, and abstain from seeking proximate benefits in contravention of undoubted economic experiences and at the cost of fundamental rights. To the extent they misuse their great power, of arbitrarily curtailing the rights of their fellow laborers or their employers, they array themselves against public sentiment, and from that day their power and their usefulness will decline. Even if labor organizations comprised the entire number of wage-workers in the country, this would give them no right either to override the personal liberty of those within or beyond their ranks, or to insist upon special privileges or immunities. They must rely upon the justness of their cause, and to the extent that force is used, the boycott or the bludgeon, in compelling others to unite with them, to that extent they negative their own claim to being a brotherhood organization, whose purpose is to elevate and benefit the wage-earning class. But as a matter of fact, while labor organizations are very strong in some industries, they include only about 15 per cent. of the wage earners of the country, and it must not be forgotten that organization, however powerful, can give no rights to curtail the personal liberty of the remaining 85 per cent. of the wage earners of the country.

While the greatly increased organization of both laborers and employers is a fact which must be taken into consideration in discussing the industrial future, it must not be overlooked that however powerful these great interests may grow, they can only embrace a fraction of the people in any country. The general public is greater and many times more numerous than these two powerful bodies combined, and upon it must fall the heaviest losses that grow out of industrial war. The general public is patient, long-suffering and enduring. Its only organization is the general government, municipal, state and national, for the protection of the public welfare. Public opinion demands that the great public service corporations not only shall perform their function, but also they shall not be obstructed in that performance, and it also demands that the great avenues of supply and distribution of the necessities of life shall not be arbitrarily cut off in order to test the relative strength and enduring powers of the contending forces.

Organized labor and organized capital are in a formative state. They are both new to heir acquired power. With time and experience a reaction in favor of conservatism will make itself felt, and in the meantime reconciliation will help rather than hinder a more reliable and permanent remedy.

Society That Is Not Society

By HENRY WATTERSON.

THE idle rich, the God-forgetting, world-defying, pleasure seeking rich, who set themselves as a law unto themselves, who submit to no restraints except those fixed by nature and the surgeon's knife, who have no intelligent perspective except that the longest purse brings down the biggest titles, no rule of conduct except that impelling them to eat, drink and be merry, for to-morrow it may be someone else's turn, do they constitute society? Has Calaban grace? Is Tom Thumb manhood? Must the monkey and the swell be accepted as interchangeable types, as alternating measurements of human breeding and beauty. Indeed, one would think so reading some of the reports that come to us from the inner circles of that apotheosis of boredom, that incarnation of stupidity and affectation, which takes its cue from Leicester Square and the Corinthian Club in London, which emulates the demi-mondaine of Paris, which eddies around the abode of luxury and alimony at Newport, and thinks no more of running down an ordinary pedestrian in its automobile than you and I would think of brushing away a spider or fly.

Lift up your hearts. I at least have never wasted many thoughts or nursed any serious fears about any such cattle, nor shall I do so until monkey dinners become as popular in Pennsylvania as they seem to be in Rhode Island.

I know that in each of our centers of population and wealth there is a little coterie of silly women and simpering Johnnies which would imitate the imitators, but they are too shallow and too scattered to make much headway against "society," and by "society" I mean not merely those who by their character, their genius and their good fortune have earned the right to dwell in great houses, without the suspicion of the ostentatious display of wealth, to have picture galleries and libraries and horses and carriages, and, if they please, yachts and automobiles, but behind them that great army of the well bred and well to do, that noble American commonalty, clean of birth and clear of grit, those cultivated men and women who live without scandal and travel without adventure, not rich, indeed, but quite able to pay as they go, the rose and expectancy of true manhood and womanhood, the buttress and belltower of our free republic.

The Basis of Labor Peace

By JOHN MITCHELL,
President of the Miners' Union.

There can be no doubt that the unions and those employers who favor trade agreements are doing their utmost to prevent the wastefulness of strikes. On the other hand, those employers who insist upon managing their own business and dealing individually with their employers are, because of their arbitrary methods, responsible for a majority of the strikes.

With the growth of a spirit of mutual concession, and with a better understanding of the needs and aspirations, the rights and obligations of both classes, the necessity and justification of a great majority of strikes will pass away. Then, and not until then, will the industries of our country be established upon a firm foundation of peace.

Until better and more humane methods are within our reach the labor unions, and even the unorganized workmen, will continue to employ the strike and employers the lock-out, as a means of securing the adjustment of grievances or the elimination of wrongs wihch they believe to be intolerable.

To my mind, the hope of future peace lies in the collective bargain or the trade agreement.

ISTHMIAN AFFAIRS

Our Warships Will Not Allow Colombian Troops to Land.

Provisional Government of Panama Ready to Negotiate a Canal Treaty with the United States—Colombians Cry "Death to the Americans."

Washington, Nov. 10.—Embarking of Colombian troops from Buena Ventura or any other Colombian port for the isthmus will not be permitted by the Washington government and American warships will be ordered to any port upon receipt of an intimation that Colombian troops will attempt to sail for the isthmus. The Washington government holds that this policy is in the interest of the general good.

Washington, Nov. 12.—The state department has received a cablegram from United States Minister Beaupre, at Bogota, dated November 9, in which the minister states that large crowds were parading the streets on the 8th inst., crying "Down with Marroquin!" There was a mass meeting denouncing the president and calling for a change of government.

Colon, Nov. 13.—The steamer Orinoco arrived here Thursday, bringing news of Gen. Torres and the Colombian troops he took from here after the proclamation of the republic of Panama.

On the arrival of Gen. Torres and his troops at Cartagena the news of events on the isthmus quickly spread and caused excitement. Torres and his officers were threatened with arrest as traitors, but the threat was not put into effect.

The excitement at Barranquilla increased with the spreading of the news of the secession of the isthmus, which was supplemented by exaggerated accounts of the alleged part played by the United States therein. Panama's declaration of independence was read from a newspaper by the prefect to a crowd assembled in the plaza and was greeted by furious outcries and snouts of "Death to the Panamanians" and "Death to the Americans."

Roosevelt Receives Panama's Envoy.

Washington, Nov. 14.—President Roosevelt yesterday formally received M. Phillipe Bunau-Varilla, the duly accredited envoy extraordinary and minister plenipotentiary of Panama to the United States. The reception of the minister marked the birth of the new republic of Panama into the family of nations and paves the way for negotiations between the United States and the infant republic.

An Army Marches Towards Panama.

Guayaquil, Ecuador, Nov. 14.—Gen. Plaza, president of Ecuador, has cabled to President Marroquin, of Colombia, sympathizing with him in the recent events on the isthmus of Panama. President Marroquin has replied thanking Gen. Plaza and adding that Gens. Reyes, Caballeros, Ozpina and Holguin are marching on Panama with a large army to subdue the isthmians.

RIOTING IN CHICAGO.

Street Car Employes' Strike Causes Much Lawlessness—Cars Wrecked and Non-Unionists Badly Beaten.

Chicago, Nov. 13.—Constant scenes of disorder over a district approximately 50 square miles in extent resulted Thursday from the inaugurations of a strike by the employes of one of the two principal surface street railway companies in Chicago. All along the lines wherever cars were started, strike sympathizers made desperate onslaughts on the crews, beginning at dawn of day and continuing as long as cars remained on the tracks.

A number of cars were wrecked and that no person was killed is no fault of the rioters. One man had his back broken and the first shot of the strike was fired at Wentworth avenue and West Sixty-ninth street, where a mob of several hundred persons tried to hold up a train.

Chicago, Nov. 14.—Twenty-five cars, run on the Wentworth avenue line, without damage to the cars or injury to the non-union employes operating them was what the Chicago City Railway Co. was able to accomplish Friday with the assistance of the police department.

While there was no active interference with the handling of the cars such as attained the attempts to run them on Thursday, the crowds that lined the streets jeered and hoted the police and the non-union men almost without intermission.

At nightfall the officials of the street car company were inclined to view the day's work as being successful and on the whole satisfactory. They announced that cars would be run today on the Wentworth avenue line at the same hours as Friday and that attempts would be made to operate other lines, which, however, were not specified.

Shortly after this decision was announced, the situation was complicated for the company by a sudden strike of the firemen employed in all six power houses owned by the company.

During the afternoon an effort was made to bring about a peaceable adjustment of the strike. The members of the state board of arbitration called on Manager McCulloch and on the latter's suggestion went into conference with E. R. Bliss, counsel for the company, with the hope of arranging a settlement or at least a conference between the strikers and the officials of the road. Nothing definite was accomplished at the conference.

Bryan Will Appeal.

New Haven, Conn., Nov. 11.—It was announced yesterday that William J. Bryan had given his counsel power of attorney to perfect an appeal to the superior court from the decision of Judge Cleveland, of the probate court, declaring that the sealed letter referred to in the will of Philo S. Bennett and which provided for a gift of $50,000 to Mr. Bryan, was not a part of the will. At a hearing before the probate judge prior to this announcement, by agreement of counsel and Mr. Bryan as executor, the widow's allowance was fixed at $1,500 a year.

DUN'S WEEKLY STATEMENT.

The Prices of All Staples Have Fallen During the Past Fortnight.

New York, Nov. 14.—R. G. Dun & Co.'s Weekly Review of Trade says: Readjustment of wages and abnormally warm weather are not calculated to stimulate distribution of merchandise, especially wearing apparel and fuel. Several other staple lines are quiet, as is usual at this season, yet the splendid profits of agricultural communities cannot fail to put large sums of money in circulation and provide a market for commodities. Prices of all staples were slightly higher on November 1 than a month previous, but in the past two weeks the level has fallen somewhat.

Settlements of labor disputes in meat packing, lithographing and several minor industries are offset by new struggles in the building trades, street car lines and coal mines, while the cut in wages of iron workers and spinners may result in strikes. A helpful event was the resumption of work at Montana copper mines, coke ovens and western stock yards. Railway earnings for the first week of November were 4.8 per cent. larger than last year.

Several significant events have occurred that indicate clearly the situation in the iron and steel industry. While furnace stocks are far in excess of all recent high points, there is some offset in the very small supplies held elsewhere, and now that quotations have fallen to a more attractive position, there is reason to look for some recovery in demand. After the first shock of new prices was over the markets became more active.

Failures this week numbered 283 in the United States, against 241 last year, and 27 in Canada, compared with 24 a year ago.

HEROIC SAILORS.

They Saved the Torpedo Boat Destroyer Lawrence to the Navy.

Norfolk, Va., Nov. 13.—The heroism of Lieut. Curtin and several seamen on board the torpedo boat destroyer Lawrence saved that craft from destruction yesterday. A lighted candle left by a workman on a wooden box in the vessel's forward compartment caused a fire which burned much of the Lawrence's woodwork before it was extinguished by Lieut. Curtin and some seamen just before the flames reached the magazine in which a quantity of explosive was stored. In their battle against the flames Lieut. Curtin and his men were so overcome by the smoke that they lost consciousness after the fight was won and were hurried on board the cruiser Olympia for treatment. Their condition is not serious.

The fire occurred in a stuffy compartment directly adjoining the magazine and had gained considerable headway when it was discovered. The place was filled with a dense smoke that baffled the efforts of the crew and caused them to fall helpless to the steel floor. Time and again Lieut. Curtin dived into the fire chamber and emerged with the unconscious form of a seaman in his grasp. After a hurried resuscitation the seaman and his officer would return to the fight, only to again succumb to the smoke. Finally the flames were extinguished and then the lieutenant was missed. A sailor plunged into the compartment and a second later came out with the limp body of the officer in his arms. Five seamen, in a similar condition, were stretched out on the deck.

A Negro Shoots Two Policemen.

Washington, Nov. 14.—Charles Smith, an 18-year-old negro, last night went into a lunch room near the treasury department and at the point of a pistol compelled the clerk to give him the money in the cash drawer, $26 in all. He then left, but the clerk blew a police whistle and Officer D. W. Osborn gave chase. The negro turned on his pursuer and shot the officer in the thigh, causing a compound fracture. Policeman Edwards then took up the pursuit, whereupon the negro again fired, the bullet striking the policeman in the breast, but inflicting only a small bruise owing to the presence of a book in the officer's coat pocket. The negro was arrested.

Hanna Issues a Call.

Washington, Nov. 14.—Senator Hanna, chairman of the republican each member of the committee a letter each member of the cimmittee a letter calling them to meet at the Arlington Hotel, Washington, on Friday, December 11. The committee will meet on Friday for the purpose of appointing sub-committees and Saturday will hear the claims of cities aspiring to be selected as the place of holding the 1904 convention.

The Lockout Is On.

Pittsburg, Nov. 14.—Officials of the Builders' Exchange league announced Friday that the lockout of all the building trades in the city affiliated with the Building Trades Council would go into effect last night and will continue indefinitely unless all sympathetic strikes are called off. About 10,000 men will be affected.

Honored Citizen Killed.

New York, Nov. 14.—Andrew H. Green, the "Father of Greater New York" and one of the city's oldest and most remarkable citizens, was shot and instantly killed on the steps of his home on Park avenue Friday by Cornelius M. Williams, a negro, who is believed to be insane.

Conscience Contribution.

Washington, Nov. 14.—The secretary of the treasury yesterday received from an unknown person in Brooklyn, N. Y., a conscience contribution of $107.50.

Arrest of a Policy Shark.

New York, Nov. 14.—Agents of the Anti-Policy society have made what they say is the biggest capture since the raid on "Al" Adams, who is now serving a sentence in state's prison. The prisoner is known as John Jones. When the raiders broke in upon Jones they say he was in the act of footing up the profits for half a day's play in a string of 17 policy shops he is alleged to have conducted in various sections of the city. The figures gave a total of $297, all of which was profit execept $15. Pennies of the poor made up this sum, as the sheets snowed no play exceeding ten cents.

Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

In effect May 24, 1903.

TRAINS LEAVE EMPORIUM EASTWARD

8 15 A. M.—Week days for Sunbury, Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 5.23 P. M., New York 9.30 P. M., Baltimore 6.00 P. M., Washington 7.15 P. M. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

12 25 P. M. (Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 p. m.; New York, 10:23 p. m.; Baltimore, 7:30 p. m.; Washington, 8:35, p. m. Vestibuled Parlor cars and passenger coaches, Buffalo to Philadelphia and Washington.

3 20 P. M.—daily for Harrisburg and intermediate stations, arriving at Philadelphia, 4.25 A. M., New York 7.13 A. M. Baltimore, 2:20 A. M. Washington, 3:30 A. M. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

10 25 P. M.—Daily for Sunbury, Harrisburg and intermediate stations arriving at Philadelphia 7.22 A. M., New York 9.33 A. M., weekdays, (10.33 A. M. Sunday;) Baltimore 7.15 A. M., Washington 8.30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Buffalo, Williamsport to Washington. Passenger cars from Erie to Philadelphia and Williamsport to Baltimore.

12:01 A. M. (Emporium Junction), daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:22 a. m.; New York, 9:33 a. m., week days; (10:33 Sundays); Baltimore, 7:15 a. m.; Washington, 8:30 a. m. Vestibuled Buffet Sleeping Cars and Passenger coaches, Buffalo to Philadelphia and Washington.

WESTWARD.

5:10 A. M.—Emporium Junction—daily for Erie, Ridgway, and week days for DuBois, Clermont and intermediate stations.

10 30 A. M.—Daily for Erie and week days for DuBois and intermediate stations.

6 23 P. M.—Week days for Kane and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS.
(Week days.)

SOUTHWARD.			Stations.	NORTHWARD		
P. M.	A. M.	A. M.		P. M.	P. M.	P. M.
.....	9 00	4 00	....Renovo....	.....	5 00	11 45
.....	9 50	4 38	...Driftwood...	.....	4 00	11 05
.....	10 25	5 10	Emporium Junc	.....	3 23	10 35
.....	11 13	5 53	...St. Marys...	.....	2 41	9 50
3 25	11 05	6 00	.....Kane.....	12 25	3 05	8 25
3 43	11 23	6 22	....Wilcox.....	12 05	2 45	8 04
3 56	11 38	6 36	..Johnsonburg..	9 55	2 33	7 49
.....	.....	.....		.....	.....	.....
4 10	12 10	7 00	...Ridgway,....	9 30	2 15	7 30
.....	.....	.....		.....	.....	.....
4 20	12 20	7 10	..Mill Haven...	9 20	2 04	7 20
4 30	12 30	7 21	.. Croyland....	9 10	1 54	7 09
4 34	12 33	7 25	..Shorts Mills..	9 06	1 51	7 05
4 37	12 36	7 28	...Blue Rock...	9 02	1 47	7 01
4 41	12 40	7 33	.....Carrier.....	8 57	1 43	6 57
4 51	12 50	7 43	.Brockwayville.	8 49	1 33	6 47
4 54	12 54	7 47	...Lanes Mills..	8 44	1 28	6 43
		7 51	.McMinns Sm't.	8 40		6 38
5 02	1 03	7 54	.Harveys Run..	8 35	1 19	6 35
5 10	1 10	8 00	..Falls Creek...	8 30	1 15	6 30
5 25	1 25	8 13	....DuBois.....	8 20	1 05	6 10
5 12	1 15	8 05	..Falls Creek...	6 53	1 15	6 30
5 27	1 32	8 18	.Reynoldsville..	6 39	12 52	6 15
6 00	1 59	8 45	...Brookville...	6 05	12 24	5 38
6 45	2 38	9 30	New Bethlehem		11 47	4 50
7 25	3 20	10 10	...Red Bank....	.....	11 10	4 05
9 45	5 30	12 35	....Pittsburg...	.....	9 00	1 30
P. M.	P. M.	P. M.		A. M.	A. M.	P. M.

BUFFALO & ALLEGHENY VALLEY DIVISION.

Leave Emporium Junction for Port Allegany, Olean, Arcade, East Aurora and Buffalo.

Train No. 107, daily,.....4:05 A. M.
Train No. 115, daily,.....4:15 P. M.

Trains leave Emporium for Keating, Port Allegany, Coudersport, Smethport, Eldred, Bradford, Olean and Buffalo, connecting at Buffalo for points East and West.

Train No. 101, week days,.....8:30 A. M.
Train No. 103, week days.....1:40 P. M.

Train No. 103 will connect at Olean with Chautauqua Division for Allegany, Bradford, Salamanca Warren, Oil City and Pittsburg.

LOW GRADE DIVISION.

EASTBOUND.

Stations.	109	113	101	105	107	901
	A. M.	A. M.	A. M.	P. M	P. M	A. M.
Pittsburg,..Lv.	.....	†6 15	†9 00	†130	*505	‡ 9 00
Red Bank,.....	.....	9 28	11 10	4 05	7 55	11 10
Lawsonham,..	.....	9 40	§1122	4 18	8 07	11 23
New Bethle'm.	.....	10 13	11 47	4 50	8 37	11 55
Brookville,....	†6 05	11 00	12 24	5 39	9 22	12 41
Reynoldsville,.	6 39	11 32	12 52	6 15	9 50	1 14
Falls Creek....	6 53	11 48	1 13	6 30	1065	1 29
DuBois,.....	7 00	†11 55	1 25	6 40	1010	‡ 1 35
Sabula,.....	7 12	.....	1 37	6 52	‖*	
Pennfield,.....	7 30	.....	1 55	7 10	Note.	
Bennezette,....	8 04	.....	2 29	7 44		
Driftwood,.....	†8 40	.....	†3 05	†820		
via P. & E. Div						
Driftwood.. Lv.	*9 50	.....	†3 45			
Emporium, Ar.	†10 30	.....	†4 10			
	A. M.	A. M.	P. M.	P. M	P. M	P. M.

WESTBOUND.

Stations.	108	106	102	114	110	942
Via P. & E. Div	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Emporium, Lv.	.....	.....	†8 15	.....	†3 20	.....
Driftwood, Ar..	.....	.....	†9 00	.....	†4 00	.....
Via L. G. Div	.....			.....	‖	.....
Driftwood, Lv.	.....	†6 10	†1110	.....	†5 50	.....
Bennezette,....	.....	6 45	11 45	.....	6 26	.....
Pennfield,.....	.....	7 20	12 20	.....	7 00	.....
Sabula,.....	.....		12 39	.....	7 18	.....
DuBois.....	*6 10	8 00	12 55	†5 05	7 35	‡4 10
Falls Creek,....	6 17	8 05	1 15	5 12	7 42	4 17
Reynoldsville,..	6 31	8 18	1 29	5 27	7 58	4 30
Brookville.	7 05	8 45	1 59	6 00	†8 30	5 00
New Bethle'm.	7 51	9 30	2 38	6 45	.....	5 45
Lawsonham,..	8 21	9 57	†3 06	7 14	.....	6 18
Red Bank, Ar..	8 35	10 10	3 20	7 25	.....	6 30
Pittsburg, Ar...	*11 15	†1235	†5 30	†9 45	.....	†9 30
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Note—Train 107 on Sundays will make all stop between Red Bank and DuBois.

*Daily. †Daily except Sunday. ‡Sunday only ‖Flag Stop.

For Time Tables and further information, apply to Ticket Agent.

W. W. ATTERBURY, General Manager. GEO. W. BOYD, Gen'l Passenger Agt.

EASTWARD.

STATIONS.	10	8	4	6	2
	P. M.	.....	P. M.	A. M.	A. M.
Port Allegany,.. Lv.	3 15	.....	7 05	.....	11 36
Coleman,.....	*3 23	.....	○○	.....	*11 41
Burtville,.....	*3 30	.....	7 16	.....	11 47
Roulette,.....	3 40	.....	7 25	.....	11 55
Knowlton's,.....	*3 45	.....	○○	.....	*11 59
Mina,.....	3 59	.....	7 33	.....	12 05
Olmsted,.....	*4 05	.....	*7 38	.....	*12 09
Hammonds,.....	○○	.....	○○	.....	*12 13
Coudersport. Ar.	4 20	A. M.	7 45	.....	12 15
Coudersport. Lv.		6 10		3 00	1 00
North Coudersport,	.....	*6 15	.....	○○	*1 05
Frink's,.....	.....	6 25	.....	*6 10	*1 12
Colesburg,.....	.....	*6 40	.....	*6 17	1 20
Seven Bridges,.....	.....	*6 45	.....	*6 21	*1 24
Raymonds's,.....	.....	*7 00	.....	*6 30	1 35
Gold,.....	.....	7 05	.....	6 36	1 41
Newfield,.....	.....	○○	.....		1 45
Newfield Junction,..	.....	7 37	.....	6 45	1 50
Perkins,.....	.....	*7 40	.....	*6 48	*1 53
Carpenter's,.....	.....	7 46	.....	○○	*1 57
Crowell's,.....	.....	7 50	.....	*6 53	*2 01
Ulysses,..... Ar.	.....	8 05	.....	7 05	2 10
	.....	A. M.	.....		P. M.

WESTWARD.

STATIONS.	1	5	3	
	A. M.	P. M.	A. M.	.....
Ulysses,.....Lv.	7 20	2 25	9 10	.....
Crowell's,.....	*7 27	*2 32	* 9 19	.....
Carpenter's,.....	○○	*2 34	* 9 22	.....
Perkins,.....	*7 32	*2 37	* 9 26	.....
Newfield Junction,.....	7 37	2 42	9 32	.....
Newfield,.....	*7 41	2 46	○○	.....
Gold,.....	7 44	2 49	9 40	.....
Raymond's.....	*7 49	2 54	* 9 47	.....
Seven Bridges,.....	*8 01	*3 03	*10 02	.....
Colesburg,.....	*8 04	3 09	*10 10	.....
Frink's,.....	*8 12	*3 17	*10 20	.....
North Coudersport,.....	○○	*3 26	*10 35	.....
Coudersport,..... Ar.	8 25	3 30	10 45	.....
Coudersport,..... Lv.	8 28	6 00	P. M. 1 20	.....
	○○	○○	○○	.....
Hammonds,.....	*8 33	*6 05	*1 31	.....
Olmsted,.....	8 37	6 10	1 37	.....
Mina,.....	○○	*6 17	○○	.....
Knowlton's,.....	8 47	6 21	1 51	.....
Roulette,.....	8 54	6 28	2 01	.....
Burtville,.....	○○	*6 34	○○	.....
Coleman,.....	9 08	6 40	2 25	.....
Port Allegany,.....				

(*) Flag stations. (○○) Trains do not stop
(†) Telegraph offices Train Nos. 3 and 10

carry passengers. Tains 8 and 10 do.

Trains run on Eastern Standard Time.

Connections—At Ulysses with Fall Brook R'y for points north and south. At B. & S. Junction with Buffalo & Susquehanna R. R. north for Wellsville, south for Galeton and Ansonia. At Port Allegany with W. N. Y. & P. R. R., north for Buffalo, Olean, Bradford and Smethport; south for Keating Summit, Austin, Emporium and Penn'a R. R., points.

B. A. McCLURE Gen'l Supt.
Coudersport, Pa.

BUFFALO & SUSQUEHANNA R. R.

Time Table taking Effect June 23, 1902.

Buffalo and Susquehanna Railroad and Connections.

"The Grand Scenic Route."

READ DOWN.

	A. M.	P. M.	P. M.	A. M.	.....	
lv K'ting Smt...		12 40	7 30	9 10	.....	
.....Austin.....	6 35	1 05	8 00	9 50	.....	
....Costello.....	6 44	1 14	.....		.....	
....Wharton....	6 56	1 26	.....	3 10	.....	
Cross Fork Jct.	7 39	2 09	.....	4 23	.....	
....Corbett.....	8 06	2 36	.....	5 15	.....	
Germania,.....		2 47	.....	5 15	.....	
Ar. Galeton,.	.....	.....	.....	5 23	.....	
Lv. Galeton,.	8 23	2 53	.....	5 35	.....	
....Gaines Jct.	8 36	3 06	.....	.....	.....	
...Westfield ...	9 13	3 43	.....	.....	.....	
...Knoxville....	9 26	3 56	.....	.....	.....	
....Osceola....	9 36	4 06	.....	.....	.....	
....Elkland....	9 41	4 11	.....	.....	.....	
Ar..Addison....	10 13	4 43	.....	.....	.....	
	A. M.	P. M.	.....	.....	.....	

READ UP.

	A. M.	P. M.	P. M.	P. M.	.....	P. M.
ar. K't'ng Smt...	8 45	7 10	.....	12 25	.....	.....
.... Austin,.....	8 00	6 43	.....	11 58	.....	8 45
....Costello,....	.....	6 34	.....	11 49	.....	8 36
...Wharton,....	.....	6 24	8 04	11 39	.....	8 26
Cross Fork J'ct,	.....	5 40	7 25	10 58	.....	7 46
....Corbett,....	.....	5 15	6 44	10 34	.....	7 15
....Germania,...	.....	5 07	6 31	10 26	.....	7 07
dp. Galeton....	P. M.	5 00	6 25	.....	.....	.....
ar, "	7 09	.....	1 00	10 20	.....	7 00
.... Gaines, ...	6 47	.....	12 47	10 00	.....	6 47
...Westfield, ...	6 11	.....	12 11	8 16	.....	6 11
...Knoxville	5 55	.....	11 55	8 00	.....	5 55
....Osceola,....	5 46	.....	11 46	7 51	.....	5 46
....Elkland,....	5 41	.....	11 41	7 46	.....	5 41
Lv Addison,....	5 10	.....	11 10	7 15	.....	5 10
	P. M.	P. M.	A. M.	A. M.	.....	P. M.

Read down. Read up.

P. M.	A. M.	P. M.		A. M.	P. M.	.....	
	9 21	7 00	lv..Ansonia..ar	9 40	8 20	.....	
	9 11		..Manhatten...	9 54	8 35	.....	
	9 07		.South Gaines,.	9 57	8 39	.....	
P. M.	8 59	6 37	..Gaines Junc..	9 59	8 42	.....	
.....	8 45	6 25	ar Galeton lv		8 55	.....	
	6 30	1 05	lv Galeton ar	10 10	4 45	.....	
.....	6 47	1 24	....Walton.....	9 51	4 39	.....	
.....	7 13	1 50	.Newfield Jct...	9 27	4 15	.....	
.....	7 39	2 06	West Bingham,.	9 09	3 58	.....	
.....	7 41	2 18	.... Genesee....	8 58	3 48	.....	
.....	7 46	2 24	.... Shongo	8 53	3 43	.....	
.....	8 06	2 46	dp Wellsville ar	8 30	3 20	.....	

STATIONS.

P. M.	P. M.	A. M.	ar dp	A. M.	P. M	P. M.
3 05	2 00	7 15	Cross F'k Junc.	11 00	8 35	3 00
3 55	1 00	6 25	ar Cross Fork dp	11 50	5 45	2 10

P. M.	P. M.			A. M.	A. M.
8 58	1 00	Lv Sinnamahoning, Ar		1 40	165
6 15	1 40	ar.....Wharton.....lv		3 00	9 55

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At Addison with Erie R. R., for points east and west.

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W. C. PARK, Gen'l Supt. Galeton, Pa.
M. J. McMAHON, Div. Pass Ag't., Galeton, Pa.

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